



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

deeply exercised understanding can conceive, it is no wonder if the full sense of M. de Humboldt's words cannot be always easily attained. His style is remarkable for terseness and perspicuity, but the obscurity inherent in his subject is sometimes sufficient to baffle even his endeavours to render tangible a thread which so few have the power of seizing ; a translation therefore of this able work would be a most arduous, though a most meritorious undertaking.

The remainder of the volume contains only the first book of the projected work, the sequel of which will appear in successive volumes, prepared under the eye of Baron Alexander de Humboldt, who speaks in the preface of his brother's worth and labours in terms which reflect the brightest lustre on the mind from which they sprung.

The present and the following book (p. 16) will treat of the Kavi language, considered as that dialect of the Malayan in which the influence of the Sanskrit is most manifest. But the original element of the Malayan tongue will be constantly distinguished from all extraneous adjuncts, and will be traced to its development, in its greatest purity, in the Tagala, or language of the Philippine Islands. The third book will comprehend a view of all the Austro-Insular languages, and terminate by an endeavour to ascertain how far we can determine their derivation from one common stock, and their mutual relation to each other.

It is not from any vain hope of satisfying the reader's curiosity by such an enumeration of the contents of M. de Humboldt's work as this, that it has been inserted in the Geographical Journal, but principally to call the attention of our countrymen to a production so deserving of study, and most particularly to express the grateful sense of what is due to Baron Alexander de Humboldt on the part of the Geographical Society, which is indebted to his munificence for the copy of his brother's work from which these extracts were taken.

---

VIII.—*Supplémens au Recueil de Mémoires Hydrographiques pour servir d'analyse et d'explication à l'Atlas de l'Océan Pacifique.* Par le Vice-Amiral de Krusenstern. St. Pétersbourg, 1836.

It has been well observed, that "the man who points out, in the midst of the wide ocean, a single rock unknown before, is a benefactor of the human race;" and scarcely less so is he who, after careful examination, is able to decide that an island, or rock, or shoal, which appears on a chart, is either misplaced or has no existence. This title then, in its most extended signification, must by all navigators of the Pacific Ocean be most gratefully accorded to Vice-Admiral Krusenstern.

Thirteen years have now elapsed since the publication of the first part of his *Mémoires Hydrographiques*; in 1827 the second part appeared, comprising the northern half of the Pacific Ocean; and now we have before us a third volume, being a supplement to the two former, correcting all the errors that appeared in them, and registering all the discoveries and newly-determined positions that have been made in the lapse of the last thirteen years, during which more has been done towards obtaining a correct knowledge of those seas than at any time since the voyages of Cook and La Perouse.

Nor do his labours terminate here; ever at his post, and, like our own lamented Horsburgh, always on the watch for the most recent information, Admiral Krusenstern seizes on every report of newly-discovered islands, carefully sifts the evidence on which the report rests, and, by the aid of judicious criticism, extracts truth from the too often conflicting statements, and at once proclaims it to the public by communicating it to the Academy of Sciences at St. Petersburg, who print it in their monthly bulletin, which circulates throughout the civilized world. That learned body has lately shown how highly it values the practical services rendered to his country and to Europe, by conferring on Admiral Krusenstern its highest honorary reward.

We must now turn to our country, and however humiliating may be the fact we are bound to state it, that discovery after discovery may be made, and in fact they are annually made by our numerous shipping employed in the Pacific Ocean, and no register of them is kept—no competent person examines them to sift out the truth or falsehood: our map-makers may, if they please, insert them in their charts—and thus, as is clearly shown by Admiral Krusenstern, do our best charts of the Pacific Ocean—charts to whose guidance property to the amount of nearly ten millions sterling is intrusted\*—contain hundreds of errors. Surely this ought not to be.

It is not the province of the Geographical Society to find fault, or severely to criticise any work that may come before it: we believe it is admitted that where praise cannot be given, it is better to say nothing; but there are cases in which such silence would be a wilful dereliction of duty. We owe a duty to the public which is paramount to any individual consideration, and where the lives of our seamen and property to so large an amount are annually risked, however painful it may be, it would be highly culpable not to state the truth—we have therefore transferred to our pages a list of the errors, published by Admiral Krusenstern two years ago, contained in one of our most widely circulated charts, and not one of which has since been corrected:—

---

\* We have our information from the largest ship-owner and the most spirited proprietor of vessels trading to the South Seas.

	Lat.	Long.	Authority.	Corrections to make in Arrow- smith's Chart.	
				Lat.	Long.
Phoenix Island . . . . .	3° 42' S.	170° 43' W.	Tromelin.	0° 12' S.	
Matthew's Rock . . . . .	22° 3'	171° 12' E.	D'Urville, 1827.		
Stephens' Island, or Providence . . . . .	0° 20'	135° 10' E.	Ditto.		1° 20' W.
Macquarie Islands (centre) . . . . .	54° 39'	153° 41' E.	Bellingshausen		2° 30' W.
Curtis Island . . . . .	30° 36'	178° 44' W. }	D'Entrecast., 1793.	{ 0° 27' S. }	{ 0° 28' E. }
Macaulay Island . . . . .	30° 16'	178° 32' W. }			
Prince William Henry . . . . .	18° 44'	141° 41' W.	Beechey.	0° 26'	0° 36'
Cape Deliverance (Louiade) . . . . .	11° 23'	154° 16' E.	D'Urville.	0° 23'	
Tiger Island . . . . .	1° 44'	142° 20' E.	Bristow, 1817.		wanting.
Pocklington Shoal (Jones) . . . . .	10° 53'	155° 30' E.	Horsburgh.		wanting.
Bayonnaise Bank . . . . .	12° 8½'	173° 44' W.	Fromelin.		wanting.
Reveridge Reef . . . . .	20° 0'	167° 12' W.	N. Mag. Aug. 1833.		wanting.
Osborn Reef . . . . .	27° 0'	146° 17' W.	Nielsen, 1827.		wanting.
Lyra Shoal . . . . .	1° 54'	153° 28' E.	Reunbeck, 1826.		wanting.
Fead Islands . . . . .	3° 30'	154° 30' E.	Horsburgh.		wanting.
Alert Reef . . . . .	9° 52'	140° 50' E.	Ditto.		wanting.
Welsh Bank . . . . .	21° 15'	153° 56' E.	King.		wanting.
Mid-day Reef . . . . .	21° 58'	154° 20' E.			wanting.
Saumarez Reef . . . . .	21° 40'	153° 46' E.			wanting.
Tregosse Islands . . . . .	17° 44'	150° 32' E.	Tregosse, 1821.		wanting.
Alert Rock or Shoal . . . . .	17° 2'	151° 49' E.			wanting.
Farquhar Group (Eastern Island) . . . . .	17° 39'	151° 27' E.			wanting.
Wells Shoal . . . . .	12° 20'	158° 13' E.	Edwards & Flinders		wanting.
Shelburne Shoal . . . . .	3° 15'	148° 16' E.	Horsburgh.		wanting.
Circular Reef . . . . .	3° 18'	147° 40' E.	Ditto.		wanting.
Bell Rock (Bass Strait) . . . . .	40° 27'	144° 12' E.	Ditto.		wanting.
Sidmouth Rock . . . . .	43° 48'	147° 11' E.	Ditto.		wanting.
Carteret Shoal . . . . .	2° 55' N.	131° 38' E.	Carteret.		3° 0'
Jap Island (North Pt.) . . . . .	10° 0'	138° 8' E.		0° 30' S.	0° 42' W.
Arrecife Island . . . . .	9° 31'	161° 8' E.	Horsburgh.	0° 30' S.	1° 0' E.
Mackenzie Islands . . . . .	10° 5'	139° 40' E.	Krusantern.		wanting.
Rosario Island . . . . .	27° 16'	141° 4' E.	Lütke.		wanting.
St. Paul . . . . .	57° 10'	170° 18' W.	Beechey.		wanting.
St. George . . . . .	56° 37'	169° 33' W.	Ditto.		wanting.
Canton Packet Shoal . . . . .	0° 35'	128° 55' E.	Horsburgh.		wanting.
Layson Island . . . . .	25° 46'	171° 49' W.	Stanioukovitch.		wanting.
Tromelin Island . . . . .	9° 52'	140° 42' E.	Tromelin.		wanting.

The islands of Bauman, Tienhoven, and Roggeveen do not exist.

Stephens' Island is the same as Providence Island.

All the north-eastern coast of New Guinea is wrong.

Cook's Strait and all the southern Island of New Zealand is wrong.

In the Society Islands numerous errors exist.

Fugitiva Island, Manua Island, Lostange Island do not exist.

The *Navigator* or *Samoa* Islands want correction throughout, according to Kotzebue.

The *Fidji* Islands all incorrect, according to D'Urville.

In the low Archipelago all Captain Beechey's discoveries and corrections are wanting.

The Aleutian Isles and the coasts of Kamtchatka extremely incorrect throughout.

In the Caroline and Marianne Islands, all the recent observations of Freycinet, Duperrey, and Lütke are wanting.

These are some of the most important errors in Arrowsmith's nine-sheet chart of the Pacific, professing to be corrected up to the year 1832. This is much to be regretted; the more so, as at the time it was published by the late Mr. Arrowsmith, it was the best chart in Europe, and its former credit still causes it to circulate widely.\* A list of these errors has been sent to Mr. Arrowsmith, and it is to be hoped they will be corrected.

Admiral Krusenstern says that Norie's chart of the Pacific, in six sheets, is very superior to the former, but that several serious errors exist even in it; for instance, the corrections of Duperrey and Lütke are not inserted: our own examination of this chart, as far as leisure has permitted, would lead to the same opinion, but we have every reason to believe that Mr. Norie is willing and anxious to correct every error that is pointed out; and we have

\* We are informed that forty copies of it are annually sent to the United States of America, besides those sold in England.

no doubt that a list of corrections that we have been enabled to send to him will be inserted shortly in a new edition. The Geographical Society is indebted to Mr. Norie for some recent information respecting a new group in the Pacific, which will be found at p. 453, discovered in the spring of this year by Her Majesty's ship *Actæon*.

We believe we do but express the wish of all who are interested in the welfare of seamen, and in the advancement of Hydrography, in hoping that Admiral Krusenstern will continue to watch over all future discoveries with the same attention he has lately bestowed on those in the Pacific Ocean.

IX.—*Description Nautique des Côtes de l'Algérie*. Par Capitaine A. Bérard; suivie de Notes, par M. De Tesson, Ingénieur Hydrographe. Paris, 1837.

THE detail of the operations of the various coast-surveys which have been executed by this country within the last five-and-twenty years, including, besides our own coasts, great part of the shores of the Mediterranean—the east and west coasts of Africa—the West Indies—and the shores of Patagonia, Chile, and Peru—has, after being examined by the hydrographer, usually been consigned to the “Record Office,” those parts only being published which are requisite for our shipping,—as the chart and brief practical sailing directions. Thus far the immediate object for which the surveys were instituted is accomplished; but is it not much to be regretted that a large stock of valuable geographical information should thus be almost consigned to oblivion?

The work before us is a happy innovation upon such a bad custom, and the great demand for it by the public, and the high praise it deservedly meets with wherever it is known, is a complete answer to the question we have heard asked, “Who would read such a work?” Surely in a country so essentially maritime as Great Britain, an accurate nautical description of a coast will not only find readers, but will be highly appreciated by all who take an interest in geography. We are far from meaning to imply that such a description should take the place of sailing directions—never for one moment—*they* should be brief, plain, and practical, such as a sailor, in the hour of need, may turn to with confidence; but as an appendix to these directions, we would gladly see such a description of a coast published, as may enable those, who are competent, to form some judgment of the accuracy of the survey represented on the chart, and such as geographers in the present day have a right to expect.

The northern shore of Africa, from Al Araish, on the confines of Egypt on the east, to the gulf of Bugia on the west, was sur-